

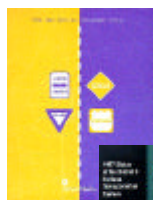
# Reengineering HPMS



## *What is HPMS?*

The HPMS was developed in 1978 as a national highway transportation system data base. It includes limited data on all public roads, more detailed data for a sample of the arterial and collector functional systems, and certain areawide summary information for urbanized, small urban and rural areas. The HPMS replaced numerous uncoordinated annual State data reports as well as biennial special studies conducted by each State. These special studies had been conducted to support a 1965 congressional requirement that a report on the Nation's highway needs be submitted to Congress every two years.

## *What is its purpose?*



**A major purpose of the HPMS is to provide data that reflects the extent, condition, performance, use, and operating characteristics of the Nation's highways.** These data are the source for a substantial portion of the information published in *Highway Statistics* and in other FHWA publications, and form the basis of the analyses that support the biennial Condition and Performance Reports to Congress. These data are also used for assessing highway system performance under FHWA's strategic planning process and for apportioning Federal-aid highway funds under TEA-21. In addition, the HPMS serves needs of States, MPOs and local governments and other customers in assessing highway condition, performance, air quality trends, and future investment requirements. In order to meet these varied needs, the HPMS has gone through an evolutionary process that has recognized over time the changing needs for data related to these purposes.

## *Why reengineer the HPMS?*

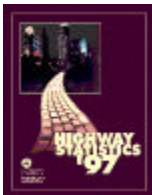
The purpose of the strategic reassessment was to review the HPMS in light of contemporary issues and emerging business needs and determine what changes were necessary and desirable. The reassessment has been guided by a longer term vision of an HPMS which builds from the data systems of local, regional and State governments and is connected through a common geo-referencing system thereby minimizing the need for data reporting between agencies. The reauthorization of the Federal-Aid Highway program has provided an appropriate opportunity and framework for FHWA to undertake a reassessment of the HPMS. Changing technology, including the development and deployment of ITS, requirements of the Government Performance and Results Act, and changing State data needs including the increased use of management systems also provide an impetus to the strategic review.

## *What will change?*

As a result of the reassessment, FHWA will make several notable changes to the HPMS. Seventeen percent of the data items are being eliminated and another 20 percent are being changed to significantly reduce the number of detail lines; sample size reductions are proposed; and the summary of crash data by functional system is being eliminated.

Concurrent FHWA activities include providing States with user friendly PC-based data submittal software and the development of Internet access to the HPMS data to enhance the value and use of these data to partners and customers. **Overall, the changes are expected to result in a meaningful reduction in burden for data providers while still meeting the stated HPMS goals and objectives, FHWA's future business needs, and our partners' and customers' information needs.**

## *When do changes take effect?*



Implementation workshops are planned for the first calendar quarter of 1999; implementation guidance will be made available to HPMS data providers prior to the workshops. **The changes to the HPMS will take effect with the submittal of 1999 data in June 2000.**

*The Highway Performance Monitoring System provides essential information on highway condition, performance, and use. It serves many critical functions for both the FHWA and the States, providing investment information for Congress, condition and performance information for the traveling public, and information necessary to make equitable apportionments of highway funds to the States under the Transportation Equity Act for the 21st Century (TEA-21). The reengineering of this valuable data system to reflect business needs for the 21st century has been a high priority for me and the FHWA. This thorough review of the HPMS was done with input from our partners, stakeholders, and customers, and is an exemplary model of partnership and cooperation.*

Gloria J. Jeff, Deputy  
Federal Highway Administrator

### ***Where can I find out more?***

- B ***Visit*** our HPMS website at: <http://www.fhwa.dot.gov/ohim>.
- B ***Contact*** James R. Getzewich, Chief, Highway Systems Performance Division;  
202-366-0175; jim.getzewich@fhwa.dot.gov.
- B ***Fax*** your request to the Office of Highway Information Management at  
202-366-7742.